



MARINE SAFETY NEWSLETTER



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The Marine Safety Newsletter is published by the USCG Marine Safety and Environmental Protection Directorate to collect and disseminate information that is of general interest to the maritime community. The monthly Newsletter prints abstracts of major USCG rulemakings, studies, special projects, and related events. Articles from non-Coast Guard sources may not represent USCG policy or views.

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NEWS

Remarks by the President at United States Coast Guard Academy Commencement

Speaking at the U.S. Coast Guard Academy Commencement exercises in Groton, Connecticut on May 22, 1996, President Clinton appraised the Coast Guard's performance over the past years, outlining extraordinary efforts and new challenges and noting the Coast Guard activity in Haiti, Serbia, Bosnia, and the Persian Gulf. The President commended the Coast Guard's effort as part of "best-trained best-equipped best-prepared" fighting force in the world. Equally important, according to President Clinton, is the fact that if the United States continues "to meet the peril and seize the promise of this new era," proud history will "promise your future and the future of your children." He said that the new era would call for the Coast Guard to rise to more "different and difficult challenges" than in the past, and America will enter the 21st century with a "military whose fighting edge is sharper than ever."

Coast Guard Reduces Regulatory Burdens

The Coast Guard again reduces the regulatory burden on the maritime industry. The second in a series of rulemakings designed to increase the competitiveness of the U.S. marine industry was published on May 23, 1996 (61 FR 25983). The rules remove various obsolete, unnecessary and excessive regulatory requirements, adopt industry standards and practices in lieu of detailed regulations and harmonize regulations with international safety standards.

This final rule is the second phase of the Coast Guard's response to the Presidential Regulatory Review Initiative and industry calls for greater harmonization between Coast Guard marine safety regulations and international safety standards.

This final rule focuses on removal or revision of regulations that have become technically obsolete, adoption of industry consensus standards in place of detailed regulations and making the regulations more consistent with the International Convention for Safety of Life at Sea, 1974, as amended (SOLAS '74) and classification society rules. The changes will contribute to the opportunity for the U.S. shipping industry to be more competitive on the world market without undermining U.S. marine safety standards.

A third rulemaking is scheduled to be published in mid-1996 to further harmonize the regulations with international safety standards. The Coast Guard will continue to incorporate acceptable industry consensus standards, harmonize U.S. regulations with international standards and remove obsolete, unnecessary or excessive requirements. The Coast Guard anticipates issuing proposed rules to invite public comment.

Coast Guard Authorizes Construction of Two More JUNIPER Class Buoy Tenders

Maintaining President Clinton's commitment to transportation safety and environmental protection, the U.S. Coast Guard has authorized construction of two 225-foot JUNIPER class buoy tenders, replacing the aging 180-foot buoy tenders currently in service. In addition to fulfilling its primary mission in the care and repair of more than 50,000 buoys, day markers and lights, the buoy tenders will be outfitted with a spilled oil recovery system to respond quickly to incidents of environmental damage. The current buoy tender fleet does not have the system.

MARAD Issues Final Rules on Title XI Regulations

On May 9, 1996, the Maritime Administration (MARAD) issued final rules amending certain provisions of the existing regulations implementing Title XI of the Merchant Marine Act. The rule is intended to improve administration of the Title XI Program and covers three areas: (1) retention of the waiver requirement for foreign components and services; (2) construction period financing ; and (3) the standard application.

Of particular interest is a decision by MARAD to retain the waiver requirement for the purchase of components and services. In retaining the waiver requirement, MARAD will establish a standard requiring certification by the applicant, subject to review by MARAD, that a foreign item or service is not available in the U.S. on a timely or price-competitive basis, or is not of sufficient quality.

NEWS (CONT'D)

Advance Notice of Proposed Rulemaking (ANPRM) on Tank Vessel and Facility Response Plans and Response Equipment for Hazardous Substances

The Commandant has issued an Advance Notice of Proposed Rulemaking (ANPRM) on Tank Vessel and Facility Response Plans, and Response Equipment for Hazardous Substances. The ANPRM responds to an OPA 90 mandate which authorizes the President to issue regulations requiring the preparation of hazardous substance response plans. The Coast Guard published Hazardous Substance Response Plans Advance Notice on May 3, 1996, to solicit comments relating to hazardous substances response plans regulations (61 FR 20084). The Coast Guard anticipates that the proposed regulations will apply to (1) certain tank vessels operating on the navigable waters of the United States or (2) any Marine Transportation-Related (MTR) facility that, due to location and in event of a release, could reasonably be expected to cause substantial or significant harm to human health or the environment. The Coast Guard is soliciting information pertaining to hazardous substance spill history; available cleanup resources for hazardous substance spills; appropriate cleanup methods for hazardous substances; indications of the anticipated impact these regulations will have on the regulated community; and other matters which are pertinent to the issue.

RCAC Recertification Application Available for Public Review

The Prince William Sound Regional Citizens' Advisory Council (RCAC) is seeking recertification as the alternative voluntary advisory group for Prince William Sound, as authorized under the Oil Pollution Act of 1990 (OPA 90). The application has been submitted to the U.S. Coast Guard, which is charged with assessing whether the RCAC fosters the general goals and purposes of OPA 90 and is broadly representative of the communities and interests as envisioned under OPA 90. The Coast Guard seeks comments on the application from interested groups and will publish a later notice in the Federal Register to notify the public of its decision regarding the recertification request.

Copies of RCAC's application are available at the RCAC, 750 W. 2nd Ave. Suite 100, Anchorage, AK 99501-2168, or call (907) 277-7222 (toll free in Alaska: 1-800-478-7221).

Comments may be mailed to the Commandant (G-MRO-1), Attn: J. Jackson, U.S. Coast Guard Headquarters, 2100 Second Street, SW, Washington, DC 20593-0001. Comments must be received by June 14, 1996.

First Chinese Merchant Ship Makes AMVER Rescue of Retired U.S. Navy Captain from Sailboat

(New York, NY, 16 April 1996) Reinforcing the recent commitment of ships of the Chinese merchant fleet to the U.S. Coast Guard's Automated Mutual-assistance Vessel Rescue (AMVER) search and rescue system, a container ship of the China Ocean Shipping Company (COSCO) picked up an American survivor of a disabled sailboat 870 NM west of San Francisco.

The 770-foot container ship GAO HE, one of the first "test ships" of the Chinese national fleet to participate in AMVER, was diverted by the U.S. Coast Guard Rescue Coordination Center in Long Beach, California. Radio communications from the stricken sailing vessel were relayed by the Coast Guard Communications Center at Point Reyes. The 37-foot sailing vessel SEAWEEED had lost its engine and was floundering in 18-foot seas, with 25-30 knot winds.

Retired 51-year-old U.S. Navy Captain William "Buzz" Radican from Virginia Beach, VA had not slept in three days and was bailing the incoming ocean water by hand. Rescue coordinators turned to the AMVER system to identify any merchant ships in the area able to provide immediate assistance.

The merchant vessel GAO HE was identified as being only 150NM northwest of the sailboat, with an estimated arrival time of only eight hours. The Chinese crew maneuvered their ship alongside the stricken vessel and took the survivor aboard in good condition. He remained on board until the ship's next port of call in Long Beach, California on 18 April at 4:00 p.m. local time, at Berth 245.

The Automated Mutual-assistance Vessel Rescue (AMVER) network is a voluntary,

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worldwide ship reporting system operated by the United States Coast Guard, which involves ships from 143 nations. Participating ships send AMVER their sail plans prior to departure and regular position updates throughout the voyage. A computer, located in Martinsburg, West Virginia, stores this information and, using a system of dead reckoning, provides the projected position of some 2,700 ships in every ocean of the world each day.

Coast Guard rescue planners are able to plug in the geographic coordinates of a vessel in distress and produce on the computer screen a "surface picture" of that area of the ocean, depicting the relative position of all AMVER-participating vessels nearby, from a 50-500 mile radius, in a pattern similar to an air traffic controller's screen.

In 1994, officials of the shipping ministry of the Peoples Republic of China announced their intention to allow ships of the COSCO fleet to participate in AMVER. A small group of "test ship," to familiarize the rest of the fleet in AMVER procedures, began regular participation in 1995. A study team of Chinese maritime officials visited New York, Washington and California last year for AMVER orientation. This first rescue underscores the wisdom of their commitment to this worldwide, humanitarian effort aimed at protecting the safety of life at sea.

Oil Pollution Act of 1990 Survey

Editor's Note: The following request came from a former member of the OPA 90 staff who is now pursuing a Master's Degree in public interest. Anyone wishing to assist is encouraged to contact him.

The Oil Pollution Act of 1990 is a broad and sweeping piece of legislation. The Act's creators sought solutions for vexing problems and had high expectations for the success of regulations stemming from this Act. Many questions are now being raised about the regulatory process and whether regulations are accomplishing their intentions. Nearly six years after passage of OPA 90, there are questions about the success and viability of OPA 90 legislation. Has the Act met its grand intern? What has worked ? What has not?

Through the Public Administration Masters Program at the University of Alaska, Dale Gardener is conducting a survey of affected and interested parties on OPA 90. The questionnaire is an opportunity to share your thoughts, criticisms, accolades, concerns, and recommendations. Any input is appreciated. To obtain the questionnaire, please contact Mr. Dale Gardener by phone: (907) 269-7682 or by fax (907)269-7648, or by mail P.O. Box 101514, Anchorage, AK 99510-1514. Thank you for your participation.

Coast Guard Unpaid Inspection Fee Clarification

The Omnibus Budget Reconciliation Act of 1990 required the Coast Guard to establish and collect user fees for Coast Guard services related to the inspection and examination of U.S. and foreign commercial vessels. If you have been billed for inspection fees in the past and those fees have not been paid, the Coast Guard may refuse to inspect your vessel, thereby putting your Certificate of Inspection at risk. As the one-year anniversary date of the introduction of vessel inspection user fees approaches and annual inspections for many vessels are requested, many owners will face the impact of our enforcement policy regarding overdue fees for the first time. Most vessel owners will pay the fees when faced with being refused services or the prospect of facing civil penalties. When service is requested, the OCMI will verify the vessel's payment status in the Marine Safety Information System (MSIS) and advise the customer of any outstanding fees. Only the Vessel File Payment History (VFPH) provides a complete record of user fee payment status and history. To determine the payment status of a vessel, both the "PRIOR ANNUAL FEE PAYMENTS" and "ANNUAL FEE PAYMENTS THIS PERIOD" sections of VFPH must be examined. For further information please contact the User Fee Customer Service Representative at the Coast Guard Finance Center, 1-800-941-3337.

NEWS (CONT'D)

Towing Safety Advisory Committee Solicits Applications for Membership

The U.S. Coast Guard is seeking applicants for appointment to membership on the Towing Safety Advisory Committee (TSAC). This Committee is a 16-member Federal Advisory Committee advising the Secretary of Transportation on matters related to shallow-draft inland and coastal waterway navigation and towing safety. The Committee will meet at least twice a year in Washington, DC or another location selected by the U.S. Coast Guard. The applications will be considered for seven expiring terms as follows: four members from the barge and towing industry, reflecting a geographical balance; one member from port districts, authorities or terminal operators; one member from maritime labor; and one member from shipping. All members serve without compensation (neither travel nor per diem) from the Federal Government. To achieve the balance of membership required by the Federal Advisory Committee Act, the U.S. Coast Guard is especially interested in receiving applications from minorities and women. Those persons who have submitted previous applications must reapply as no applications received prior to this solicitation will be considered. Completed applications and resumes must be received by July 18, 1996. To request an application either call (202) 267-2997 and give your name and mailing address or write to Commandant (G-MMS-1), U.S. Coast Guard, 2100 Second Street, SW., Room 1304 Washington, DC 20593-0001. For further information contact, LTJG Patrick J. DeShon, Assistant Executive Director, TSAC, Commandant (G-MMS-1), U.S. Coast Guard, 2100 Second Street, SW., Room 1304, Washington, DC 20593-0001, (202) 267-2997.

New Inflatable Personal Flotation Device Standards

In the March 28, 1996 Federal Register (61 FR 13931), the U.S. Coast Guard published a final rule establishing approval standards for inflatable personal flotation devices (PFDs) for recreational boaters (CGD 94-110, Recreational Inflatable Personal Flotation Device Standards). A related final rule, which includes reinvention of the Coast Guard approval procedures for all recreational PFDs as part of the Presidential Regulatory Reform Initiative (CGD 93-055, Approval of Inflatable Personal Flotation Devices (PFDs) for Recreational Boaters), was published concurrently.

In an effort to provide PFDs that can be comfortably worn at all times, these standards will allow inflatable PFDs to meet the carriage requirements of the federal regulations for recreational boats. Inflatable PFDs are being approved to encourage the wearing of PFDs by the boating public.

With the publication of the final rule, the Coast Guard believes approved inflatable PFDs for recreational boaters will be available in late 1996. The publication of this final rule is the culmination of a long-term effort by the Coast Guard, in partnership with the PFD industry and Underwriters Laboratories, to develop a consensus standard to address the shortcomings of existing inflatable PFDs which prevented their approval for recreational boaters in the past. The consensus standard embodies the Coast Guard's recent Prevention Through People initiative by requiring features designed to aid boaters in keeping the PFDs properly serviced. While USCG approval has been possible since July 1995 under an interim rule published in the June 23, 1995 Federal Register (60 FR 32836), inflatable PFD designs have not yet received approval because key components needed to make the PFDs are still undergoing testing. In addition, the PFD industry has been awaiting certain refinements to the IR, included in the final rule in response to comments the Coast Guard solicited from the industry and the boating public, which closely align the final rule with the consensus standard and simplify the requirements for Coast Guard approval.

The Coast Guard strongly emphasizes the need for boaters to make sure their inflatable PFDs are maintained in serviceable condition. The additional care required for inflatable PFDs compared to inherently buoyant PFDs is not great, but past studies

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USCG Publishes Interim Rule on Lifesaving Equipment

have shown not all boaters are willing or able to consistently perform the necessary inspections and maintenance. Inflatable PFDs need to be maintained properly, so they will provide buoyancy when needed. The final rule requiring a manual accompany each inflatable PFD to explain exactly what inspections and maintenance are required.

To obtain a copy of the Final Rule call the Coast Guard Infoline at 1-800-368-5647. For additional information, call Mr. Bob Markle of the Lifesaving and Fire Safety Standards Branch at (202) 267-1444, or write to Commandant (G-MMS), U.S. Coast Guard Headquarters, 2100 Second Street SW, Washington, DC 20593-0001.

As part of the President's Regulatory Review Initiative to remove or revise unnecessary government regulations, on May 20, 1996, the Coast Guard published an interim rule on "Lifesaving Equipment" in the Federal Register (61 FR 25272). The interim rule removes numerous obsolete sections from the Code of Federal Regulations and eliminates duplication of other provisions by consolidating the lifesaving requirements for most U.S. inspected vessels into the new subchapter W. A total of 147 pages of obsolete regulations are being removed from the Code of Federal Regulations by this one rulemaking. The interim rule revises the lifesaving equipment regulations for U.S. inspected vessels. It implements the provisions of Chapter III of the Safety of Life at Sea Convention 1974, as amended, (SOLAS) and revises lifesaving regulations with performance-based alternatives.

On December 31, 1984, the Coast Guard published an Advance Notice of Proposed Rulemaking in the Federal Register (49 FR 50754). The notice described the major changes under consideration and invited comments on the project. On April 21, 1989, the Coast Guard published a notice of proposed rulemaking (NPRM) for this rulemaking in the Federal Register (54 FR 16196), and invited comments on its proposals.

A public meeting was held on October 17, 1989, in Seattle, Washington, to receive comments on the proposed rules, particularly the provisions affecting passenger ferries. The meeting was announced in a Federal Register notice on October 5, 1989 (54 FR 41124).

The Coast Guard is requesting public comment on the interim rule because it has been more than 5 years since publication of the NPRM. Comments must be received by July 31, 1996. Comments may be mailed to the Executive Secretary, Marine Safety Council (G-LRA/3406) (CGD 84-069), USCG Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, or may be delivered to room 3406 at the above address between 8 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

The Coast Guard will consider all comments received during the comment period. It may change the interim rule based on the comments.

For additional information call Mr. Robert Markle, Chief, Lifesaving and Fire Safety Standards Division (G-MSE-4), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001, Telephone (202) 267-1444, or fax (202) 267-1069. Normal office hours are between 8 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Waterfront Facilities; Marine Transportation Related Pipeline Testing Request for Comments

The Coast Guard is conducting a study to evaluate several alternative methods, in addition to those presently approved, for testing marine transfer pipelines on facilities capable of transferring oil or hazardous material, in bulk, to or from a vessel with a capacity of 250 barrels or more. These methods may provide suitable alternatives for facility operators while maintaining an equivalent level of safety.

The Coast Guard is responsible for ensuring compliance for marine transportation related (MTR) facilities, including requirements for transfer pipeline systems. The scope of this

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study concerns possible testing alternatives for the transfer pipeline system from the dock loading arm or manifold of the Coast Guard inspected MTR facility up to the first valve encountered after the pipe enters the Spill Prevention Control and Countermeasure (SPCC) area or the first valve encountered after the pipe enters the secondary containment around the bulk storage tank for facilities not protected by SPCC plans.

Present regulations require that transfer pipelines be hydrostatically tested at 1.5 times the maximum allowable working pressure (MAWP) on an annual basis. In August of 1994, the Coast Guard also established guidelines for conducting pneumatic pressure testing as an alternative method. In addition, the Coast Guard has become aware of other, nondestructive testing methods, including acoustic and ultrasonic methods through several alternative requests submitted by industry and discussions with the Office of Pipeline Safety. The Coast Guard is evaluating these other testing options to assess their suitability as alternative pipeline testing methods for facility operators while maintaining an equivalent level of safety. To accomplish this, Coast Guard is seeking comments on the following issues pertaining to the use of alternative methods for ensuring pipeline safety: (1) Whether using methods other than pressure testing would provide the same or greater level of confidence for ensuring that a pipeline meets safety standards; (2) Whether companies would apply to use other programs, to include using methods such as ultrasonic and acoustic testing, as alternatives to pressure testing; and, (3) Whether use of alternative testing methods would be physically practical and less costly than current requirements. In addition to these, the Coast Guard encourages the submission of comments regarding any other aspects of its pipeline inspection policy. Comments must be received on or before July 9, 1996. Comments may be mailed to Commandant (G-MCO-3), Port and Facilities Compliance Branch, 2100 Second Street, SW, Washington, DC 20593-0001. For further information contact: LTJG David Deaver, Port and Facilities Compliance Branch, Commandant (G-MCO-3), room 1104, (202) 267-0505, 2100 Second Street, SW, Washington, DC 20593-0001.

SNAME and SSC to Co-sponsor Quality and Human/Organizational Error in Ship Structural Design, Maintenance and Repair Symposium '96

Every three years, the interagency Ship Structure Committee and the Society of Naval Architects and Marine Engineers cosponsor a symposium addressing a particular facet of Naval Architecture or Marine Engineering. On 18-20 November, 1996 SNAME and the SSC will sponsor "Human and Organizational Error in Marine Structures - A Quest for Quality in Design, Construction and Maintenance" at the Sheraton National Hotel, Arlington, VA. This symposium should be of interest to all naval architects and marine engineers whether they be in positions as owners, operators, designers, regulators or surveyors.

This symposium is intended to provide a wide distribution of recent research in the field of ship structures. Among the general topics of the papers to be presented are risk management, safety management, inspection and operations, quality and reliability, and case studies in error in marine structures. The aspect of the research varies from the work on inspection methods giving a new look at an old craft to the reliability methods opening a whole new realm of design methods. These papers will provide the field with readily usable tools to improve their productivity and safety.

This is the ninth such symposium sponsored jointly by the Hull Structure Committee of SNAME and the SSC. The SSC member agencies are the American Bureau of Shipping, Defense Research Establishment Atlantic (Canadian National Defense), the Maritime Administration, the Military Sealift Command, Naval Sea Systems Command, Transport Canada, and U.S. Coast Guard.

Anyone that is interested may be placed on the distribution list for registration materials by writing to CDR Stephen E. Sharpe, Executive Director, Ship Structure

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U.S. Implementation of the International Safety Management (ISM) Code

Committee, Commandant (G-MMS/SSC), 2100 Second Street SW, Washington, DC 20593-0001, or fax (202) 267-4816, or E-mail : S.Sharpe/G-M41@cgsmtg.uscg.mil. Registration materials will be sent out August 1996.

On November 23, 1995, the International Maritime Organization (IMO) adopted Resolution A.788(19) "Guidelines on Implementation of the International Safety Management (ISM) Code" based upon the recommendations of IMO's Maritime Safety Committee (MSC) and the Marine Environmental Protection Committee (MEPC). In this resolution, IMO urges governments to implement the ISM Code adhering to the guidelines, especially in regard to validity of the Documents of Compliance and the Safety Management Certification. IMO also urges governments to request that companies concerned apply for certification under the Code as soon as possible, but not later than twelve months prior to the ISM Code becoming mandatory (or 1 July 97). Governments are also asked to inform IMO of any difficulties they experience in using the guidelines. The MSC and MEPC were requested to keep the guidelines under review and to amend them as necessary.

The Code's guidelines, discuss the ISM Code in general citing adoption by the IMO in Resolution A.741(18) and the Code's mandatory entry into force on 1 July 1998, due to the adoption of SOLAS Chapter IX on the Management for Safe Operation of Ships and Pollution Prevention (ISM Code is part of SOLAS). The ISM Code provides an international standard for the safe management and operation of ships and for pollution prevention. The objectives of the mandatory application of the ISM Code are to ensure compliance with mandatory rules and regulations related to the safe operation of ships and to protect the environment; and the effective implementation and enforcement by different flags. The guidelines address verifying compliance, issuance and validity of Documents of Compliance (DOC) and Ship Management Certificates (SMC) and the certification process. There are also five appendices that speak to the ISM Code certification arrangements, standards of management, standards of competence, qualification arrangements and certification procedures and instructions.

After the U.S. Congress passes the Coast Guard's Authorization Bill for 1996, the Coast Guard intends to introduce a rulemaking that will require the industry to comply with Chapter IX of SOLAS (the ISM Code) and to use the "Guidelines on Implementation of the International Safety Management (ISM) Code" as a basis to amending the existing voluntary program described in USCG Navigation and Vessel Inspection Circular No. 2-94 (NVIC 2-94). For further information on the rulemaking project or copies of IMO Resolution A.788(19) or Resolution A.741(18), call Mr. Bob Gauvin or CDR Dennis Haise of the Vessel and Facility Operating Standards Division (G-MSO-2), at (202) 267-1181.

International Federation of Shipmasters' Associations

The International Federation of Shipmasters Associations (IFSMA) representing 8,000 Masters around the world, which held its 22nd Annual General Assembly in Lisbon the 16-17 May 1996, thoroughly discussed the reduced manning and present working situations on board, especially on ships with small crews and the impact this has on Safety at Sea and Pollution Prevention.

IFSMA IS VERY CONCERNED about this development. With the reduction of the number of crew-members in many ships under recent years, as a means to improve the competitiveness for many flagstates. This includes old ships, without any technical improvements having been made. The overall costs of operating ships are very similar from country to country, it is the manning costs which make a significant difference. This has pressured many flagstates into lowering their regulations to permit minimum manning levels.

NEWS (CONT'D)

TAKING INTO ACCOUNT the fatigue factor and the increased workload placed upon many Masters and Watchkeeping Officers working on those ships with reduced crew numbers.

NOTING that owners most often increase the total number on even competent low-cost-crews after flagging out in order to maintain the same level of safe operational procedures on board their ships.

RECOGNIZING the importance of the new international instruments and regulations in the operational areas recently adopted by the International Maritime Organization (IMO) such as the 1995 amendments to the STCW-Convention, the International Safety Management Code (ISM-Code), the High Speed Craft Code and the new provisions in the Safety of Life at Sea (SOLAS)-Convention.

RECOGNIZING ALSO the discussions taking place at IMO, ILO and elsewhere involving the Human Element/Human Behavior in the Safety at Sea and which are very often referred to as a cause for disasters and accidents.

NOTING ALSO the global present discussions and objectives within the entire shipping industry about Fair Competition, the introduction of a new Safety Culture and new Attitudes to safety matters and restrictions in the basic concept of Freedom of the Seas.

NOTING FURTHER the forthcoming revision of Assembly Resolution 481 "Principles on Safe Manning" and that the present resolution is of recommendatory nature and leaves many of its provisions "up to the satisfaction of the Administration".

IFSMA STRONGLY URGES that the International Maritime Organization (IMO) introduce a mandatory Minimum Safety Manning Code introducing globally uniform provisions around manning of ships and does not leave any of the provisions of this new code "up to the satisfaction of the Administration".

IFSMA ALSO STRONGLY URGES that when deciding upon the minimum of safe manning and issuing the certificate, account must be taken to the normal operation of the ship at sea as well as in port, the need for personnel in various emergency situations and the ability to assist other ships. A ship which does not fulfill the obligations in the Minimum Manning Certificate shall be considered not seaworthy.

ASTM 1996 Annual Book of ASTM Standards

The 1996 ASTM Annual book of standards is out. For organizations that need access to the latest versions of all 9,100 ASTM standards it is now in a convenient CD-ROM format.

The standards can now be easily researched on CD-ROM, the entire collection of the latest ASTM standards is available with a yearly subscription to ASTM. For a free demo disc (in CD-ROM format) call ASTM Customer Service at (610) 832-9585, or fax: (610) 832-9555.

Jumper Ducts Revisited

On August 23, 1988, the Federal Register (Vol. 53, No.163) published an Interpretation of Rules affecting 46 CFR Parts 32, 72, 92, and 190, entitled "Ventilation Penetrations of Fire Rated Boundary Bulkheads." The notice clarified existing Coast Guard and international regulations concerning ventilation penetrations of fire rated boundary bulkheads.

The intended purpose of the notice was to demonstrate that return air ducts which are not connected to the ventilation system and penetrate fire rate boundary bulkheads, commonly called balancing or jumper ducts, are unsafe and shall be prohibited. The effect of an Interpretation of Rules published in the Federal Register, is to establish a requirement to be followed by all designers; therefore, the Marine Safety Center has been consistently enforcing it.

NEWS (CONT'D)

Correction to Marine Safety Center Phone Number

It has been evident that in the intervening years, for some designers, the notice has "dropped through the cracks" and is no longer common knowledge. Please call the Hull Division if you have any questions about its application at (202) 366-6481.

The Marine Safety Center's main number was incorrectly printed in the March issue of the Marine Safety Newsletter. The phone number is (202) 366-6480 and the fax number is (202) 366-3877. Sorry for the inconvenience this may have caused.

Coast Guard Amends Its Electrical Engineering Regulations

As part of the President's Regulatory Reinvention Initiative, the Coast Guard issued an interim rule (IR) on June 4, 1996, to amend its electrical engineering regulations. The IR reduces the regulatory burden on the marine industry, purges obsolete regulations and replaces prescriptive requirements with performance-based regulations that incorporate international standards.

The revision clarifies and condenses, in technically correct language, the electrical engineering regulations applicable to Coast Guard certified vessels. Also, the new regulations harmonize, where possible, the electrical engineering regulations with recent amendments to the International Convention for the Safety of Life at Sea, 1974. Additionally, the rules amend electrical engineering regulations in subchapter Q regarding fire-protective systems and emergency loudspeaker systems.

The Coast Guard encourages interested persons to participate in this rulemaking by submitting written data, views, or arguments. Comments must be received on or before 60 days after publication in the Federal Register. Mail comments to the Executive Secretary, Marine Safety Council (G-LRA-2/3406) (CGD 94-108), U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593-0001.

For further information, contact Mr. Gerald Miente, Office of Design and Engineering Standards, at (202) 267-2206. For copies of the interim rule, fax your requests to (202) 267-4547. An electronic version of this document can be obtained via the World Wide Web at: <http://WWW.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm>

SNAME Chesapeake Section Meeting Held

On June 4, 1996, the Society of Naval Architects and Marine Engineers (SNAME) Chesapeake Section held their meeting, "The United States Coast Guard Today" in Crystal City, Virginia. Presentations were given by Vice Admiral Henn, USCG, Vice Commandant, "Vision and the Future;" CAPT Allen Boetig, USCG, "Acquisition Activities;" CAPT Skewes, USCG, "Prevention Through People;" and CAPT Hested, USCG, "Naval Architecture and Engineering."

The Chesapeake Section has begun celebrating their 50th Anniversary. The main celebration will be held on 23 June starting at 12 noon on the tall ship, ALEXANDRIA, at Olde Towne Waterfront in Alexandria, Virginia. The point of contact is Alex Landsburg, (202) 366-1923.

Mariner Course Approvals

SCHOOL	COURSE	EFFECTIVE DATE
Calhoon MEBA Engineering School	LNG Tankship Liquified Gas (PIC)	Apr 1, 1996
Cenac Environmental Services Houma, LA	Radar Observer Unlimited, Inland Waters, Refresher Recertification	May 1, 1996
Cenac Environmental Services Houma, LA	Tankbarge Firefighting	Apr 1, 1996

NEWS (CONT'D)

SCHOOL	COURSE	EFFECTIVE DATE
International Maritime Consultants Houston, TX	Global Maritime Distress and Safety System Operator Training	Apr 26, 1996
Northeast Maritime Institute New Bedford, MA	Launch Tender	May 1, 1996
Sea Education Association, Inc. Woods Hole, MA	Sea Semester and Summer Session	June 1, 1996
Houston Marine Training Services, Inc. St. Rose, LA	Radar Observer Unlimited, Recertification	Apr 19, 1996
Crawford Nautical School Seattle, WA	Celestial Navigation	May 1, 1996

Guide to Abbreviations used Above:

GT- gross tons
MMD- merchant mariner's document
OUPV- operator of uninspected passenger vessels
PIC- person in charge

What's New on the G-M World Wide Web Homepage

In way of a refresher, the Marine Safety and Environmental Protection home page can be found at: <http://www.dot.gov/dotinfo/uscg/hq/g-m/gmhome.htm>.

This site has several sections of interest to the Maritime Community. One area of perhaps particular interest is the Regulations Section. To get there click on the hot link (hot links are usually colored blue and underlined in your browser) **Regulatory Standards Information**. This takes you to a short menu that contains three choices:

Current Notices. Current notices extracted out of the Federal Register on meetings and topics of interest to the Maritime Community.

Regulations and Notices Published in 1995. This takes you to a list of regulations and notices published in 1995.

Regulations and Notices Published in 1996. This takes you to a list of regulations and notices published in 1996.

Clicking on the hot link **Regulations and Notices in 199X** takes you to a summary listing of Coast Guard Marine Safety Regulations. For each regulation there is a short summary posted, and clicking on the "hot linked" text calls up the entire text as published in the Federal Register, if you want it.

Other new items include:

- Commandants "State of the Coast Guard" Address
- Several chapters of the Marine Safety Manual

Contributions

Marine Safety Newsletter and Proceedings Magazine welcome manuscript and photo submissions for publication. No payment can be made for manuscripts or photos submitted for publication. However, an author or photo credit byline will be given. The Editor reserves the right to make any editorial changes in manuscripts which she believes will improve the material without altering the intended meaning. All correspondence should be addressed to Cheryl Robinson, Editor, U.S. Coast Guard, National Maritime Center, 4200 Wilson Blvd., Suite 510, Arlington, VA 22203-1849.